

SUNDAY

No. 24,877.

Published at the General Post Office, Sydney, for transmission by post as a newspaper.

SYDNEY, FRIDAY, SEPTEMBER 28, 1917.

10 PAGES.

PRICE, 1d.

SUMMARY.

The British attacked at dawn on Wednesday night and the German forces were repulsed. Good progress is reported.

The Australians have already taken the whole of their first objective. The attack on the German line south of Trench 100 and east of St. Julien was entirely successful. The enemy made a series of heavy counter-attacks along our new front, and the fighting continued. The report adds:

The attack by English troops south of the Trench 100 road completed the capture of Trench 100.

Progress in Polygon Wood, as well as an advance on the main road towards Gheluvelt, were both reported.

Here the heaviest fighting took place on Tuesday, the Germans hurling their fiercest attack.

British armor also heavily bombarded the enemy position all night.

Prisoners are already coming in, and seem to be the first of a large number.

Some of the prisoners state that the German and Russian troops are sick of the war.

Mr. Phillips, Director-General of the War Office, said in the House of Commons that the whole of the German line is not yet captured.

Prisoners are being taken to the Australian front.

A French communiqué reports marked activity on both sides at various points of the Western Front.

There is an intense artillery struggle between Beaumont, Bessines, and the right bank of the Meuse (Verdun sector).

Prisoners confirm reports that the enemy is heavily in fruitless attacks north of Chateau Wood.

A German official report states: "The battle between Langemark and Holbeke continues, where the fighting is desperate, the report adds."

The King of Bavaria has announced the Pope that the whole of the German people aspire for peace.

The Pope insists that the restoration and maintenance of peace is essential to clear the way to the world's conclusion.

M. Schollmeyer, ex-Minister for War, has been found guilty of treason at Leipzig, and sentenced to life imprisonment.

An Egyptian message states: The railway near Meas was successfully attacked.

A bridge was destroyed, and a train derailed. Sixty British and two German soldiers were killed.

Twelve were killed and 12 injured by a single bomb in Monday's air raid on London.

The victims were scattered in the streets, and in neighboring doorways watching the searchlight.

Tuesday's raid resulted in damage to property in the Strand district of London.

Five were killed and 12 injured. Lieutenant Gunner, the famous aviator, is believed to be in the sea after an encounter with enemy machines.

The losses of shipping by submarines for the week ended September 22 were 12 ships, 100,000 tons, and two under that tonnage.

The Peruvian Government has demanded satisfaction from Germany within eight days for the sinking of the battleship Lort.

The Lort-Governor, Sir William Collins, will officially open the Christmas tree at noon to-day.

The thrust of men offers for work on the new line of the Great Western Railway. The steamship owners continued yesterday.

The total enrolments now exceed 1200. A number of members of the Waterside Workers' Union were among the applicants.

A resolution was passed in union circles that 100 members of the Waterside Workers' Union should be employed.

The shipowners are gratified at the ready response to their invitation for men in connection with the new wharf-laboring scheme.

The view was held, however, that the remuneration of such surplus labour in a national role.

There was a steady influx of volunteers for the new line of the Great Western Railway.

The number of applications for experienced men for work was noticeable. Fifty men were sent to Aberdeen.

The Government is considering the question of the employment of men in the service of the National Coal Board.

The loss of the Cumberland and the Port of London is receiving the closest attention of the Federal Government.

The Ministry has decided to offer a reward of £5000 in regard to the Port Kembla.

At the Public Health Board's Committee it was agreed that the Government should be given better opportunities than now exist.

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FARMERS.

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WAR CHEST DAY.
HERE YOU ARE!
CONTRIBUTE TO THE FIGHT

WITHOUT ANY COST TO YOURSELF.
 SOUTHERN STRAID,
 BUT IT'S TRUE,
 IF YOU WANT
 AT
 McCATHIES, LTD.,
 ANY TIME
 FROM 9 A.M. TO 5 P.M.,
 and purchase either one, two, or the whole three of
 the following SOAPS:-
 WHITE KNIGHT, for the laundry, 6d per Box.
 GOLDEN ROD, for the kitchen, 1d the Pound.
 COBLEN, the Wonder Soap, 6d per Tablet.

All Cash Receipts for the purchase of these articles
will be handed to the

WAR CHEST FUND,

no whatever you spend on the above articles is
direct gift to the Fund, and you'll take home full
value for your money.

HOLIDAY NECKWEAR.

CRISPE DE CHINE and NINON FRONTS, in all
newest
PRICES, 8/11 to 10/6.

WHITE and PARIS NET FRONTS, with Square Bands.
PRICES, 2/11 to 10/6.
ORGANDI MUSLIN SAILOR COLLARS, with coloured
stitchings.
PRICES, 1/14 to 3/11.
CREPE DE CHINE and NENON SAILOR COLLARS,
with Coloured Bands.
PRICES, 4/11 to 6/11.

SMART HOSIERY

FOR
HOLIDAY AND RACE WEAR.

Plain White Lisle Hose, 1/8, 1/6, 1/10, 1/12,
2/8, 3/8 Pr.
Embroidered SILK CLOX, 2/9, 5/11.
Ladies' BLACK SILK ANKLE HOSE, 1/11, 2/4, 3/10.
LADIES' WHITE SILK ANKLE HOSE, 1/4 Pr.
Ladies' WHITE SILK HOSE, with Laid Suspender-
ties and Lisle Noses.
PRICES, 4/11, 6/11, 8/6 Pr.
Ladies' BLACK SILK HOSE, 6/11, 7/6, 8/6.
Ladies' BLACK SILK HOSE, Embroidered Bell Cms.

PRICES 5/11, 10/6, 14/8 Pt.
Ladies' TASTY SILK HOSE, in White, Grey, & Navy. 8/11 Pt.
Chamois, Navy, Grey, and Nigger SILK HOSE.
PRICE, 6/11 Pt.

GLOVES

FOR THE RACES.

Ladies' AMERICAN SILK GLOVES, in White and Navy.
PRICES, 8/11, 4/11, 7/6.
In Chamois and Navy, 4/3, 7/6.
Ladies' SPORT KID GLOVES, White and Navy.

PRICES, 3/14, 6/11, 5/6, 7/8.
Three-quarter Length KID GLOVES, in White, in
Black, and Suede.
PRICES, 5/6, 6/11, 8/6.
Ladies' SHORT FRENCH SUIDE GLOVES, in White,
Black, and Colours.
PRICES, 8/6, 5/11.
Special Line of 5-Button Length GLOVES, in
GLOVES, in White only.
Usually 7/6 Pr.
SELLING AT 4/6 Pr.

JUST OPENED.

DAINTY POSIES.
 Extensive Range of Pretty FLOWER POTTS
 Hyacinths in Hues, with Unerpangs, Pink, &c.
 also Rock-rose, Moss Rose, in Pink and White
 with Purgot-Me-Nots.
 Worth 1/6.
 PRICE, 6/4.
 A dainty assortment of Exclusive FRENCH
 and MILLINERY NOVELTIES.

AT REMARKABLY LOW PRICES.

—

DAINTY PARASOLS.

Special line of Dainty Sunshades in Blue, White, Navy, Navy, Violet, Cherry, and Green.

PRICE 12/11.

Fresh Sunshades in V. Rose, Navy, Violet, Navy, Navy, and Navy, with suitable handles.

PRICE 12/11.

Very Smart PADDLE SHAPED SUNSHADES, Navy, Navy, Cherry, and Navy.

PRICE 15/11.

Best GORGONHEAD HILK SUNSHADES, in all colours.
PRICE 2/6
Plain-coloured HILK SUNSHADES, with Floral Designs.
PRICE 2/6
Pretty TULIP SUNSHADES, with honey border.
PRICE 2/6
Dainty SANTOY SHAPE SUNSHADES in White, Blue
and Cherry, with floral borders; also Black and
White.
PRICES 2/6 AND 3/6.

SPECIAL VALUES IN
LADIES' SHOE.

Ladies' WHITE CANVAS COURT SHOES, *unlined last, pump sole, Cuban heel.*
PRICE, \$7/11

Ladies' WHITE CANVAS COURT SHOES, *unlined last, pump sole, extended last, Cuban heel.*
PRICE, 11/6

Ladies' PATENT LEATHER SHOES, *unlined last, pump sole, Cuban heel.*
PRICE, \$7/6

Ladies' BROWN SUEDE LACE SHOES, *unlined last, brogue cap, Cuban heel.*
PRICE, \$8/6

Ladies' PATENT COURT SHOES, *unlined last, pump sole, buckle.*
PRICE, 8/6

Ladies' PATENT COURT SHOES, ~~also - cheap -~~
extended last, perfect fit,
PRICE, 50s.

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THE STRAIGHT UP.
"BOBOSIN" FOOTWEAR.
SOLE AGENTS,
McCATHIES, LTD.

SPECIAL NOTICE

MCCATHIES, LTD.

SHOW TO-DAY
THE LATEST IN
MODEL MILLINERY.
OPENED YESTERDAY, PER STEAMER RECENTLY
ARRIVED.

ON PRIVATE VIEW TO-DAY
AT
"THE BUREST SHOP IN SYDNEY."

WHAT THE FIRST BOTTLE OF KOKO DID FOR THEIR HAIR.

"Koko stopped my hair falling in 3 days, and has since made it look lovely."
 "Half a bottle of Koko made a wonderful difference in my wife's hair. Koko is a splendid hair dressing. It is so clean and refreshing."
 "I am delighted with Koko. In 3 or 4 days it stopped my hair falling, and now new hair is coming thickly."
 "The first bottle of Koko cleared away my dandruff. It is delightful to use in hot weather, as it cleanses and refreshes the scalp."

(Signed) Mrs. J. H. Jones.

Such quick results prove that Noko's is what is needed to bring out the full growth in your hair. Noko's worth is quickly proved in 4/6 trial bottle for \$1 (postal \$1.50). Free trial 4/6. Send for Noko's to 280 Georgia Street, New York 2, N. Y. Use this offer. No. DPH17.

GRIMES AND STORES. PRICE 25c.

news-page12622

COAL INDUSTRY.

WOONONA, Thursday.
Messrs. D. Duncombe and J. Phillips, the
Coast representatives on the Coast Federa-
tional, who have been in attendance at
conferences in Sydney, returned this
morning.
Duncombe stated that a delegate board-
ing would be held at Wollongong to-
morrow, when their report would be submit-
ted. It would remain for the members of
Illawarra Association to determine the
issue. Whether the matter would be
settled by reference to the lodges or by an ex-
traordinary meeting would only be known after
delegate meetings. The introduction of
cheap labour into the North Bulli val-
ley caused a great deal of unrest through-

the district. The feeling has been intensified by the fact that two local miners signed up and started work this morning at this colliery.

The manager, Mr. A. J. Miller, stated that ten others had also signed their willingness to return, but he was not having them by Monday. "These miners had approached him with a request to resume work, but he had refused," he said.

Although the miners as a body have not yet decided to return, a number of delegates at the meeting, a number of unorganized miners, and a number of delegates in the district display a very reactive attitude. Several openly expressed their intention to go back to work on Monday morning and others have indicated that their decision was not soon arrived at. A number of younger miners, tired of being in the district, left the district in search of work elsewhere. The coke workers are also expected to meet a meeting to discuss the situation.

NEWCASTLE, Thursday.
The northern officials of the Coal and Rhineland Miners' Federation returned to Newcastle this evening after conferring with the State Council on Monday, Tuesday, and Wednesday. They stated that they would place the question before a meeting of the Newcastle and Maitland delegates to be held at Maitland to-morrow.

COWARDLY ASSAULT.

KIRRI KIRRI, Thursday.
One hundred and fifty loyalists arrived at the Main colliery last evening, and started work to-day. A crowd of strikers booed

...and the loyalists raised their hats. The loyalists came up to the town of Kurri Kurri at night wearing returned soldiers' uniforms. The strikers questioned them, and asked them to walk towards Pelaw Main's camp, but when it was dark part of the miners fell on them and severely beat them, leaving them lying on the ground. Passers-by helped them home. Matters at Richmond colliery are proceeding quietly, the average daily output being 150 tons.

"Marine Engineer" writes:—"Now that the industrial turmoil (justifiable or otherwise) has assumed something like tangible form, to review the events of the past six or eight weeks, and the attitude of unions generally, is a privilege open to all and free of charge. No doubt the result of the delibera-

It will be of a very varied nature, but deliberation could be looked upon as embracing anything like a reasonable conclusion without taking into consideration the present attitude of the Australasian Institute of Marine Engineers. From the very commencement of this turmoil their demand has been one that has never given community, or the powers that be, one moment's anxiety. How many citizens have any consideration as to what body was

ly responsible for supplying the electric power for trams and light, for signalling (essential to the working of the railway service), the coastal steamship trade (that has been the means by which Sydney was kept supplied with many of the absolute necessities of life).

of life), and the very water we use, of which have been placed at the disposal of man in a manner that must compel itself to every far-reaching and unending individual. Power-nouses, pumping stations, the coastal and interstate shipping lanes, and the Sydney and Manly ferry-boats, whose success to a very great extent depends upon their efficiency, integrity, and the make up (on the mechanical whole) almost entirely from members of the above-mentioned tribe.

the public generally an engineer means, roughly speaking, one who has dealings with one of some kind or other. But when one looks closely into the matter there are some people styled engineers to whom the name of a power plant is absolutely foreign. Amalgamated Society of Engineers is really composed of artisans, viz., fitters, fitters, patternmakers, and blacksmiths, etc. The *other* *delicate* world be made en-

to call him—if an engineer than any the foregoing. In fact, in America, what rail road drivers here are termed locomotive engineers.

An engineer, as recognized by the British Board of Trade, is one who must have served six years' apprenticeship at engineering, drawing, and turning. On making a start at work, he does not begin in a position providing he does not begin in a position other than fourth engineer, he must put eighteen months on watch before he is eligible to sit for examination, which, if he is successful, entitles him to a second engineer's position.

of Trade certificate. Assuming he passes a return to say, another eighteen months he be served before he can take on another examination, which is of a much higher order than the first, and requires a sound knowledge of refrigeration, electricity, drawing, mathematics, and internal combustion engines. Having passed the second examination, he is then the proud possessor of a first-class engineer's British Board of Trade certificate of competency. So, from the time

started his apprenticeship until he passed a final examination, he has put in over eight years, every day of which must honestly be counted for, and the best part of that time must be spent in solid and arduous labor, and at no small expense. All the

From the foregoing it will be seen that a qualified Boarding of Trade engineer is a man possessed of a first-class education, which enables him to view matters, industrial otherwise, from a broad, logical, and decisive standpoint. During the years that it is as soon he learns to handle the men in his firm, viz., grocers, fishermen, and trawlers. He also gets the knowledge required to safeguard his employer's property by the

of regulation of repairs and consequences
such. In fact, he is really a real employer
administrator of labour. Practically all
high-classed mechanical engineers' posi-
tions are held by men who have served
on the Board of Trade qualifying
board. So much for the men whose undevel-
oped line of neutrality must stand to them
the result of calm, clear, and sincere co-
operation."

LABOUR COUNCIL.

GENESIS OF THE STRIKE.

The last night's meeting of the New South Wales Labour Council, a report was submitted with reference to the strike. It stated that the council was not responsible for the present position, and was in no way directly or indirectly responsible for the strike or the decision of it. At a meeting of delegates of some affiliated and unaffiliated with the council some delegates said point-blank that notwithstanding what the council would do a strike would be called.

his action had been decided upon. The members of the executive refused to vote on the question at all. The executive said that the best thing to do was to form a committee of representatives from the unions directly concerned. The assistance of the staff of the War Council was extended. The Labour Council's constitution had been broken. At a

"I like this it was not a question of standing on technicality. The council was going to do its utmost to assist the workers. The action of the council was arbitration, but the situation had been forced upon the men. If we have been flogged let us not whine, we will take it like men, and get wise for the future," said Mr. A. C. Willis, secretary to the council.

and Shah Employees' Federation. They could only win out by organizing their movement and by using their brains, and not their fists. They should consider the idea of controlling the means of production, and not the product.

... could not the A.S.A. own its own mines, and the miners their own mines? As a
become more alive to the real position
was impossible to drive him back and crash
down. If some scheme could only be
ought out on the lines of guild socialism,
perhaps a huge organisation could rapidly
acquire the means of effectively cutting the
throat of the rest of the world.

employer right out of the market, then they
could lift their class to a higher plane. If

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They could obtain a controlling interest in the industry of this country it would be for their own good.

The following motion was carried: "An amendment to be appointed to devise a scheme for the better organization of the trade union movement."

MORE TRAINS AND TRAMS.

Commencing on Sunday next, the Railway Commissioners are arranging for sleeping-cars to be attached to the 7.50 p.m. and 8.55 p.m. western mail trains, and also to the north-western mail leaving Sydney at 5.25 p.m. The corresponding return trains will also have a sleeping-car attached to them for the journey to Sydney.

On the Newcastle tramway system additional cars are to be forthwith placed in traffic.

WHARF-LABOURERS.

A mass meeting of the members of the Wharf-labourers' Union will be held this afternoon at the Town Hall to consider certain recommendations from the Transport Workers' Council. The members of the organization will fight on till a satisfactory settlement is obtained, said the president of the Wharf-labourers' Union, yesterday afternoon. He added that they would seek the new attempt to form another union.

The majority of those who were joining the new organization were ex-railway and tramway employees.

DEREGISTERED.

Judge Rollin yesterday, in cancelling the registration of the Lignite Traders' Employees' Union, was an extraordinary instance of the power of the law. The union, which was formed in 1914, was a branch of the Lignite Traders' Association, and was a union of men who were employed in the lignite industry. The union was formed in 1914, and was a branch of the Lignite Traders' Association, and was a union of men who were employed in the lignite industry.

EMPLOYERS' TERMS ACCEPTED.

MELBOURNE, Thursday. At a meeting of the Victorian Carriers and Drivers' Union to-night it was agreed to accept the terms of the offer made by the employers.

AUDITOR-GENERAL'S REPORT.

FURTHER TAXATION INEVITABLE.

"The necessity for economy in State finance was never more pressing than at the present time," said the Auditor-General in his annual report, which was made available to the public to-day.

The year under review, the report continued, was one in which a fairly good crop of wheat, wool, and other products contributed largely to the favourable financial position of the State. It was, however, a year in which the Government had to face a heavy burden of taxation, and it was inevitable that the Government should have to resort to further taxation in the future.

MEAT TRADE.

MR. BEEBY'S EXPLANATION.

THE STRIKE POOL.

DEPUTATIONS FROM INTERESTED SECTIONS.

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SPORTING. AUSTRALIAN WEATHER.

THE "HERALD" MAP. A detailed map of Australia showing weather patterns, wind directions, and temperature zones. The map includes labels for various cities and regions across the continent.

THE RAINBOW TROUSERS. The weather of the rainbow trousers is a subject of much interest to the public. The rainbow trousers are a symbol of hope and optimism, and their weather is a reflection of the state of the nation. The rainbow trousers are a symbol of hope and optimism, and their weather is a reflection of the state of the nation.

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